

The Washington Times

(MONDAY, TUESDAY, AND SUNDAY)
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WASHINGTON, D. C., OCTOBER 26, 1895.



Subscribers to "The Times" will confer a favor by promptly reporting any discrepancy of collectors or neglect of duty on the part of carriers. Complaints either by mail or in person will receive prompt attention. The Morning Edition should be delivered to all parts of the city by 6:30 o'clock a. m., including Sunday. The Evening Edition should be in the hands of subscribers not later than 6:30 p. m.

Rejected manuscripts are usually returned when accompanied by stamps, but any obligation to do so is expressly disavowed. Manuscripts unaccompanied by postage will not be returned.

THE TIMES CIRCULATION.

More Than Fifty Thousand Greater Than Its Closest Competitor. The attention of advertisers and the public generally is called to the solid front of The Times circulation.

TWO HUNDRED AND TWENTY-SEVEN THOUSAND FOUR HUNDRED AND SIXTY-SIX is the sum total of the copies of The Times actually sold during the past week. The nearest approach to these figures is shown in the statement of an evening contemporary, which claims 176,263 as its aggregate of circulation for the same period, or \$1,203 less than is shown in the sworn statement of The Times.

No better evidence can be offered of the popularity of The Times, which, in a comparatively short time, has attained more than that which has required years for its rival to accomplish.

The Times is a popular paper, sold at a popular price, published in two editions of eight pages each daily, and a Sunday edition of not less than twenty pages, all of which are delivered to subscribers in Washington for 50 CENTS A MONTH.

The morning edition reaches readers in time for early breakfast and the evening edition before 5 o'clock in the afternoon. This method gives readers all the news before it is twelve hours old and is a great improvement over the ordinary daily.

THE CIRCULATION OF THE TIMES IS GREATER THAN THAT OF ANY DAILY PAPER PUBLISHED IN THE DISTRICT OF COLUMBIA.

Monday, Oct. 14, 1895, 33,527
Tuesday, Oct. 15, 33,894
Wednesday, Oct. 16, 33,735
Thursday, Oct. 17, 33,581
Friday, Oct. 18, 33,828
Saturday, Oct. 19, 35,135
Sunday, Oct. 20, 35,766

Total, 227,466
I solemnly swear that the above is a correct statement of the daily circulation of THE WASHINGTON TIMES for the week ending October 20, 1895, and that all the copies were actually sold or mailed for a valuable consideration and delivered to bona fide purchasers or subscribers; also, that none of them were returned or remain in the office unclaimed.
J. M. LITTON, Cashier.
Subscribed and sworn to before me this 22d day of October, A. D. 1895.
ERNEST G. THOMPSON, Notary Public.

SOUTHERN COTTON FACTORIES.

The visit of the New England Cotton Manufacturers' Association to Atlanta appears to have convinced its members that the days of cotton spinning in New England are numbered, and that the New South is rapidly taking that industry to itself, just as it has wrestled the iron industry from Pennsylvania. There was the defiance of assured success in the remark of President Collier, of the Exposition: "We are in this race for every prize that can be won."

Of course, while New England boasts of larger experience, the South enjoys the insuperable advantage of having the staple it uses for manufacturing purposes right at the factory door. It was said years ago that whenever the South would build cotton factories near the cotton fields New England's occupation in this respect would be gone, for not only would there be the item of saving in transportation, but labor can be had in the South more cheaply than in the North and strikes are unknown there. These two points are important factors in the industrial progress of the South, and they are recognized by investors both of Mason and Dixon's line. For it must not be forgotten that many of the industrial enterprises of the South owe their existence to Northern capital, which was not slow to discern the wide field for profitable activity offered by the New South.

Great is the future of the South, and pregnant with superb possibilities.

CUBA, JOHN BULL, UNCLE SAM. While Cuba is struggling to free herself from the Spanish yoke, and while Spain is making extraordinary exertions in supplying men and money to crush the insurrection, and while public opinion in the United States is rapidly crystallizing to the point where it will demand that Congress shall immediately recognize the Cuban republic as a de facto government, England is casting sheep's eyes at the island and the British press is seriously debating the question of British interference in settling the future proprietorship of the country. It would be strange indeed if England were not pursuing such a course, for John Bull is the lion's cub of the globe, and his "interests" are sufficiently ramified to furnish a pretext for his avarice.

In the event Cuba should succeed in freeing herself from Spanish rule, it is not unnatural that she should seek to gain the friendship and support of some powerful nation to secure her against the machinations of either her old tyrant or other unfriendly or envious influences. In that event England would not be unwilling to be the kind friend and lend Cuba her protection—for a consideration, of course. A consoling station or two, or other privileges, reduction of duties for British imports, or something equally acceptable dropped into the ever-slaking maw of the lion would probably be the price. A portion of the British press is contemplating this contingency with great gusto.

There are others, however, who do not

leave out of consideration the probability that the first and natural alliance that the young republic of Cuba would seek would be its next-door neighbor, the United States, whose people are in cordial sympathy with her, not for a consideration, but because it is in accord with any movement for the establishment of government for the people, by the people and of the people. Annexation plays no part in this interest, for as an integral portion of the United States Cuba might be a source of trouble or annoyance, while as an independent republic she would be a most welcome neighbor.

It may be taken for granted that Cuba will not enjoy the costly luxury of a British protectorate.

GRADE CROSSINGS DENOUNCED.

The Board of Trade paid its respects last night to the grade crossing, and in no uncertain way. At the meeting called for the special purpose of discussing railroads in the District, although several other matters of great importance were also taken in hand, the different speakers handled the railway corporations under the microscope and particularly severe on the Baltimore and Ohio Company for its intolerably liberal policy toward the people of Washington.

Resolutions adopted instruct the proper committee to prepare for the action of the Board of Trade the draft of a bill, the object of which is to abolish steam railway tracks at grade with the streets of the city, and the measure will be urged with all possible emphasis upon the next Congress. No doubt there is a considerable number of persons in the District who have but a faint idea of these danger points, specifically designated as grade crossings. Such will obtain a proper conception of these death traps by a study of the photographic impressions contained in The Times' news columns to-day. The pictures are more eloquently illustrative of the true situation than columns of description or comment.

The people of the District are patient and long suffering. In some cities such death-traps would long since have been demolished, but our people have hoped, and continue to hope, that some Congress will be just and fair enough, and sufficiently free from paid lawyers of these big corporations, to do what is right. The action of the Board of Trade will give the Fifty-fourth Congress the opportunity to put itself on record in the proper way.

TAKING AWAY OUR COMMERCE.

It behooves the managers of steamship lines between the United States and China, Japan, and the Philippines, as well as the great transcontinental railway lines, to "get their stumps" if they do not want to lose the bulk of their trade from Eastern Asia. The establishment of a line of British steamships plying between that part of the world and New York, which will take freight at about one-fourth of the present rate, threatens serious danger to important transportation investments.

Whenever England sees a chance to grasp a part of the world's commerce she snubs no expense. It has been her traditional policy to subsidize steamship lines in order to enable them to enter into sharp competition with existing ventures, and the ocean freight wars with such steamers have inaugurated and often carried to a successful issue, were made profitable to them, in the first instance, by the fostering care of the British government. In the present case, however, it is not only the Pacific steamship companies and the Pacific railways that will be made to suffer, but the blow will fall with great severity upon the sailing vessels that ply between American and Chinese and Japanese ports.

The British steamers referred to went from Canton by way of the Suez canal and took their cargoes at the remarkably low rate of six dollars per ton of forty cubic feet. This is even less than sailing vessels have been in the habit of charging, and nothing is more probable than that importers of Asiatic products will avail themselves of the low rates offered by the English line, if their wares can be brought to them even more quickly than heretofore. At the same time it is almost incredible that Yankee ingenuity will not find a way to beat the British at their own game.

THANKS ALL AROUND.

The communications published in this issue of The Times from the secretary of the National Gospel Mission Union and the Young Women's Christian Temperance Union, respectively, are gratifying evidence not only that The Times is extensively and carefully read, but that its full and correct news reports and its editorial utterances meet with the appreciation of those most nearly concerned.

While this is very pleasant, of course, The Times does not feel that it has done anything more than its duty as an enterprising, progressive and conscientious newspaper, which consists first, in giving all the news correctly and in convenient and attractive form, and, second, to make such comment upon it as the importance and merits of the respective subjects call for.

To do less than this would constitute an offense the proper punishment for which would be the withdrawal of public confidence.

Depew prates about the American Sunday and works every man on his road just the same and just as hard on that day as on any other.

So far as the rounds have been reported, Corbett is one yellow dog, one cur, and several huns ahead of Fitz.

Bob Lincoln is absolutely running away from a nomination for the Presidency. He need not run himself out of breath, however, for there is no danger of his being caught by H.

New Jersey bikes have pistols in their hip pockets. They are used on the mosquitoes.

THEY INBORED GORMAN.

Virginia Democrats Pass a Resolution of Support. An important meeting of the Virginia Democratic Association was held last evening at their headquarters, No. 1425 New York avenue northwest.

The most important matter considered was the transportation of voters from this city to their homes in Virginia, that they may vote in the coming election.

The transportation committee reported that it had perfected arrangements with the railroad by which the members could make the trip for one fare. It will be necessary for the excursionists to be provided with a certificate of membership to secure this rate.

It was unanimously decided that the members of the association would attend the Democratic rally at Laurel, Md., on October 31, at a body.

The following resolution, offered by Mr. J. A. Settle, was adopted:

Resolved, That the Virginia Democratic Association of the District of Columbia most heartily indorse the Democratic ticket of the State of Maryland, and also the efforts of Hon. A. P. Gorman to keep the State in the ranks of Democracy.

reports of casualties being arguments that need not comment.

DEARLY B. & O. CROSSINGS. He held a document from which he quoted to show that of the recent casualties the B. & O. should be credited with thirty-six, twenty-three of which were directly due to grade crossings.

The B. & P. was responsible for sixty-five, of which twenty-six were due to the grades. A formidable list was due to the Washington and Georgetown, but that did not come within the scope of the present discussion.

Failure last year to obtain redress was due to opposition by the B. & O., which had a bill introduced, the effect of which was delay and defeat.

He showed that the B. & O. interests were adverse to the B. & P. and twenty-seven. It is argued that they have spent a vast deal of money, yet they have been remunerated by the long-permitted use of property to which they were not entitled. Congress three years ago condoned the infraction of charters and has since condoned them. On Maryland avenue between Sixth and Ninth streets, and at B

REFORMS THEIR OBJECT

Continued from First Page.

committee was requested to determine whether such lights could be furnished at a cheaper cost than at present. It contained further a vast amount of information as to the cost and price of gas and electric lights in other cities and whatever facts could be obtained from the companies of this city and Georgetown.

Mr. Halston stated that he had not been able to get a majority of the committee together, nor had any of them signed the report. He had written to them to sign it, but they had not responded. The members of the committee are Maj. Haines, John Spier, Mr. Carver, Mr. Hazleton, Mr. Sanks and Mr. Heaton.

Only three of the committee had ever been present at a called meeting. Mr. Halston's report covered the ground completely. He compared the cost to the citizens of gas and other lights in cities under private and municipal ownership, in favor of the latter. He reviewed the grounds on which the Washington Gas Light Company maintained its high price, and showed that they were fallacies and

street and Missouri avenue, they had franchises merely by the sufferance of Congress. So we are not compelled to invoke the drastic remedy of quo warranto proceedings; for Congress has reserved the right to repeal the grants. If it becomes necessary the general government and the people might as well be equally settled by Congress and the people.

REMEDIAL SUGGESTION. It suggested that the grade crossings could be abolished by a careful and open conference with the railroads, a scheme of "factory" to them and the people. Mr. Frizzell said that it was useless to repeat ancient history, for the time had come for action. Three years ago the practices of the Baltimore and Ohio had been such that the lives and limbs of citizens were disregarded. The people formed an association, but not to antagonize the legal powers of the railroad. The press took it up and the police department co-operated.

Mr. Frizzell then named some of the crossings on the Baltimore and Ohio at which the engines and cars obstruct the passage of traffic, at E street, Delaware avenue and G street, at F and G intersection of H and I, Sixth, Delaware avenue and H and I, Seventh street, New York avenue and Boundary.

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"Washington's Most Progressive Newspaper." Thanked by Organizations. Editor Times: My dear Sir: The board of directors of the National Gospel Mission Union at a recent meeting, by unanimous vote, passed a resolution of thanks and appreciation for the generous and kindly attentions of The Times staff during the convention last week under our auspices, at Foundry M. E. Church, for the excellent and full reports of the sessions of the convention, and especially for the large favor of the extended editorial in your paper on the morning of the 17th instant, so wisely and graciously referring to our work and of the Central Union Mission. You were very kind. On behalf of the union,

October 24, A. L. SWARTWOUT, Secretary.

Editor Times: The executive board of the Young Women's Christian Temperance Union, of the District of Columbia, as a branch of the national organization, wish to express their thanks and encouragement for the editorial in The Morning Times of the 21st instant.

The "Y's," individually and collectively, feel complimented and encouraged by being so highly spoken of by Washington's most progressive newspaper, and assure you that we fully appreciate your words of commendation.

It is our wish to live up to the standard so firmly planted by the older and wiser members of the W. C. T. U., and to do all "In His Name."

F. JOSEPHINE GILLENWATER, 1223 W. at. n. w. Asst. Sec. Dist. "Y."

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EXCURSIONS. IN★W. Norfolk and Washington Steamboat Co.

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REPORTS OF THE BOARD OF TRADE. The Board of Trade, the needs and development of the City of Washington, no less than the will

competent and efficient officers, clerks and employees.

The subject of grade crossings and railway terminal facilities was brought up on the report of Mr. Frank Hume. He said that the subject was not a new one and needed no introduction to the board.

He spoke only in general terms of the occupation of the streets by the railways and the appalling loss of life at grade crossings. He left the subject open for discussion, pending action to be taken by the board.

Mr. Lambert followed. He said that the subject was one of the importance of which could not be exaggerated. While it did not come within the power of the board to deal directly with the railroads, it could inform Congress that it could not forget that it owed the people in this city.

No city in the land is like ours and there can be no comparison with others. We should perfect perfection in our municipal systems. The proposition should be pressed that a grade crossing, the blot on our civilization, should be no longer permitted to exist in Washington. The district for public safety to abolish them should not be attributed to the board of trade.

The daily press shows the necessity for the abolition of the grade crossings, the

of its constituents, the entire people of the United States—who are in the highest sense citizens of the Nation's Capital—demand the abolition of the grade crossing and its attendant casualties, homicides, and losses. Therefore be it

Resolved, That the committee on steam railroads be, and they are hereby instructed to prepare for submission to the board, at a meeting to be called hereafter for the purpose, a plan or project looking to the speedy and effectual abolition of grades, and to the reversion of existing steam railroad tracks within the city of Washington, and to the consequent abolition of grade crossings, with the view of securing appropriate legislation on the subject at the coming session of Congress.

Adopted. Letters were read from agents of the Baltimore and Potomac and Baltimore and Ohio Railroads, who were invited to be present, stating the reason why they could not attend.

After passing a resolution recommending the board to be held in aid of the Teachers' anxiety fund, the board adjourned.

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